

To-day's
Advertisements.THEATRE ROYAL,
CITY HALL.WAR FUND BENEFIT
10 per cent. of the Receipts of Saturday
Night's Performance will go to the
Missus and Kids Fund.POSITIVELY LAST PERFORMANCE
AT HONGKONG.
THIS EVENING (SATURDAY),
9th December.

MADAME

KONORAH
THE MODERN WITCH
AND MISTRESS OF MYSTERIES
AND COMPANY OF FIRST CLASS
ARTISTS.AGAIN A CHANGE OF PROGRAMME.
STRANGER, STRONGER, THAN EVER.
Doors open 8.30 P.M. Commence 9 P.M.
Prices: Dress Circle and Stalls 2s. Pit 1s.
Soldiers and Sailors in Uniform 6d. 50s.
Booking Office: ROBINSON PIANO CO.
CANTON CLUB THEATRE.ONE PERFORMANCE ONLY.
TUESDAY, the 12th December.
Hongkong, 9th December, 1899. [1487]What to
Giveis the question of the hour. The
best gift for your wife is a Policy
of Life Assurance. Clothes will
wear out. A piano will get out
of tune. Jewelry will become old
fashioned. Brice-Brace will break.
Most things deteriorate with age,
BUT NOT A POLICY OF
LIFE ASSURANCE, the older
it gets the more valuable it
becomes.THE
EQUITABLE
LIFE ASSURANCE SOCIETY
OF THE
UNITED STATES.

Apply (stating your age for Particulars of the "Guaranteed Cash Value Policies" to the Society's Branch Office, No. 9, Praya, Hongkong.

F. KIENE,
Acting Manager.

Hongkong, 9th December, 1899. [15329]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamship

"PARAMATTA,"
FROM BOMBAY, COLOMBO AND
STRAITS.Consignees of Cargo by the above named
vessel are hereby informed that their goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark
and delivery can be obtained as soon as the
Goods are landed.This vessel brings on Cargo:
From London, &c., ex S.S. Australia and
Caledonia.From Australia, ex S.S. Oceana.
From Persian Gulf, ex S.S. Viceroy, Simla
and Hoosier.Optional Goods will be landed here unless
instructions are given to the contrary before
1 P.M. TO-DAY.Goods not cleared by the 15th instant at 4
P.M. will be subject to rent.
No Fire Insurance will be effected by me in
any case whatever.All damaged Packages must be left in the
Godowns and a certificate of the damage ob-
tained from the Godown Company within ten
days after the Vessel's arrival here, after which
no Claims will be recognised.H. A. RITCHIE,
Superintendent.

Hongkong, 9th December, 1899. [15329]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "MACDUFF,"
FROM GLASGOW, LIVERPOOL AND
STRAITS.CONSIGNEES of Cargo are hereby informed
that all Goods are being landed at their
risk in the Godowns of the Hongkong and
Kowloon Wharf and Godown Company, at
Kowloon, whence and/or from the wharves
delivery may be obtained.Optional Cargo will be forwarded unless
notice to the contrary be given before Noon,
TO-DAY.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 15th instant will be subject
to rent.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 16th instant, at 4 P.M.No Fire Insurance has been effected.
Bills of Lading will be countersigned by
DOUGLASS & CO., LIMITED,
Agents.

Hongkong, 9th December, 1899. [15329]

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship

are hereby notified that their Goods are at
their risk being discharged into Lighters and/or
landed into their Godowns at Wanchai and
delivery may be had either from Lighters or
from Godowns upon countersignature of Bills
of Lading.Goods remaining unclaimed after the 16th
instant will be subject to rent.
No Fire Insurance has been effected.J. S. VAN BUREN,
Agent.

Hongkong, 9th December, 1899. [15329]

To-day's
Advertisements.THE PUNJON MINING COMPANY,
LIMITED.

NOTICE.

SHAREHOLDERS in the above Company
are hereby notified that the MEETING
advertised for WEDNESDAY, the 13th
December, 1899, will NOT take place.
By Order of the Board of Directors,
W. H. GASKELL,
Acting Secretary.

Hongkong, 9th December, 1899. [15329]

THE GREAT EASTERN AND CALE-
DONIAN GOLD MINING
CO., LIMITED.

RECONSTRUCTION.

NOTICE TO SHAREHOLDERS.

SHAREHOLDERS in the OLD COMPANY
are reminded that unless they apply for
SHARES in the NEW COMPANY on or before
the 15th instant, they will FORFEIT their
right to any Shares in the New Company.
Applications should be sent in at once to
the Undersigned, from whom Forms can be
obtained.
Dated the 9th Day of December, 1899.
LUTGENS, EINSTAMANN & CO.,
General Agents.

Hongkong, 9th December, 1899. [15329]

DOUGLASS STEAMSHIP COMPANY,
LIMITED.

FOR AMOY AND TAMSUI.

THE Company's Steamship
"HAILUONG,"
Captain Robson, will be despatched from this
above Ports, TO-MORROW, the 10th instant,
at Daylight.For Freight or Passage, apply to
DOUGLASS LAFRAIK & Co.,
General Managers.

Hongkong, 9th December, 1899. [15329]

DOUGLASS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship
"HAITAN,"
Captain Roach, will be despatched from the
above Ports, on TUESDAY, the 12th instant,
at Daylight.For Freight or Passage, apply to
DOUGLASS LAFRAIK & Co.,
General Managers.

Hongkong, 9th December, 1899. [15329]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR SHANGHAI.

THE Company's Steamship
"KIUANG,"
Captain Arnold, will be despatched as
above on TUESDAY, the 12th instant.For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 9th December, 1899. [15329]

SCOTTISH ORIENTAL STEAMSHIP
COMPANY, LIMITED.

FOR SINGAPORE.

THE Company's Steamship
"TAICHOW,"
Captain Primrose, will be despatched as above
on THURSDAY, the 14th instant, at 10 A.M.For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 9th December, 1899. [15329]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR NINGPO.

THE Company's Steamship
"SZICHUEN,"
Captain Hall, will be despatched as above
on THURSDAY, the 14th instant.For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 9th December, 1899. [15329]

AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.

STEAM FOR

SINGAPORE, PENANG, COLOMBO,
BOMBAY, KARACHI, ADEN, SUEZ, PORT
SAID, FUME AND TRIESTE.
(Taking Cargo at through rates to South Africa,
Persian Gulf, Red Sea, Black Sea,
Levant and Adriatic Ports.)THE Company's Steamship
"VINDOBONA,"
Captain C. Bellen, will be despatched as
above on FRIDAY, the 15th instant, P.M.Sils and Valuables are shipped on
arrival at Bombay into an accelerated liner.
For information as to Passage and Freight,
apply to
SANDER, WIELEN & Co.,
Agents.

Hongkong, 9th December, 1899. [15329]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR SAMARANG AND SOERABAYA.

THE Company's Steamship
"SHANSI,"
Captain Carnahan, will be despatched as
above on FRIDAY, the 22nd instant.For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 9th December, 1899. [15329]

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling PORT DARWIN and QUEEN-
SLAND PORTS, and taking through CARGO
to ADELAIDE, NEW ZEALAND, &c.)
THE Steamship
"MURIEL,"
Captain C. Kock, will be despatched as above
on SATURDAY, the 6th January, at Noon.This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Chamber
which ensures the supply of Fresh Provi-
sions, Ice, &c., throughout the voyage.A Stewardess and a duly-qualified Surgeon
are carried.N.B.—Return Tickets issued by this Com-
pany to and from AUSTRALIA, are available for
return by the Steamers of the CHINA NAVI-
GATION COMPANY and vice versa.For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 9th December, 1899. [15329]

To-day's
Advertisements.

FOR MANILA.

(Taking Cargo at through Rates for HONOLULU
and Cebu.)THE Steamship
"SALVADORA,"
Captain Goitso, will be despatched as above
on WEDNESDAY, the 13th instant, at 5 P.M.For Freight or Passage, apply to
BRANDAO & Co.,
Agents.

Hongkong, 9th December, 1899. [15329]

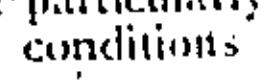
THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND LONDON.
(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL AND
AMERICAN PORTS.)THE Steamship
"COROMANDEL,"
Captain F. W. Vibert, R.N.R., carrying Her
Majesty's Mails, will be despatched from this
for BOMBAY, &c., on SATURDAY, the 23rd
instant, at Noon, taking Passengers and
Cargo for the above Ports.Sils and Valuables, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into a steamer
proceeding direct to Marseilles and London;
other Cargo for London, &c., will be conveyed
via Bombay with Transshipment.Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.Shippers are particularly requested to note
the terms and conditions of the Company's
Bills of Lading.For further Particulars apply to
H. A. RITCHIE,
Superintendent.

Hongkong, 9th December, 1899. [15329]

Intimation.

A. S. WATSON & Co.,
LIMITED.

AS USUAL AT THIS SEASON OF

THE YEAR WE ARE

OFFERING

FOR SALE AN UNIQUE

SELECTION OF THE PUREST

AND BEST

FROM THE

SIMPLEST QUALITY

TO THAT OF THE MOST RECHERCHE

DESCRIPTION.

IMPORTED FROM THE LEADING

LONDON AND PARISIAN

HOUSES.

A. S. WATSON & CO.,

LIMITED.

THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

The Hongkong Telegraph

HONGKONG, SATURDAY, DECEMBER 9, 1899.

REUTER'S TELEGRAMS.

Volunteer Gazette Service.

LONDON, December 6th.

THE WAR.

Ladysmith.

The Times Correspondent at Ladysmith
2nd inst. states that the situation in daily
becoming more difficult. The Boers have
no respect for the Geneva flag. Rations
have been reduced all round.

The Relief of Kimberley.

Search light communication has been
received at Kimberley from the relieving
force at Modder River.An official from Capetown 6th inst. says,
that General Methuen has resumed command
of the column and the health of the troops
is excellent. The Boers are massing on the
Koppies at Spytfontein and vigorously erect-
ing and extending laagers and redoubts on
Lazeretto ridge.

REUTER'S SERVICE.

The War—Ladysmith.

The Morning Post Correspondent at
Ladysmith writes that Ladysmith signalled "all
well" on the 3rd inst.

Re-inforcements.

Two Horse-Artillery batteries have been
ordered to sail for the Cape on the 9th inst.

The Relief of Kimberley.

There are indications of a great engage-
ment pending at Spytfontein.

December 7th.

Recovery of Lord Salisbury.

London, December 7th.

Lord Salisbury has recovered and will
attend a Cabinet Council to-morrow.The War—Ladysmith.
Reuter's Correspondent at Ladysmith 5th
inst. writes that all was well and the Boer fire
ineffective.Griqualand West.
The Boers have occupied and annexed
Griqualand West and were joyfully received by the
Dutch who were previously in open rebellion.More Dutch Rebels.
Three thousand Dutch in Natal have re-
joined Commandant Cronjé's Commando.Kimberley.
The whole of the Mafeking Commando has
joined the Kimberley force and everything
points to a concentration on both sides for a
fight at Spytfontein.

WEATHER REPORT.

The Observatory report says:
On the 9th at 11.55 a.m. the barometer has
risen in Japan, and is little changed elsewhere.
The area of high pressure seems to be central
between the E. coast of China and Japan. Gradi-
ents moderate with strong monsoon in S.
China and the N. part of the China Sea. FORE-
CAST:—Fresh N.E. winds; fair.

LOCAL AND GENERAL.

FENG SZU, a notorious character, having
already four previous convictions against him,
was this morning, at the Magistracy, sentenced
to 8 days imprisonment for acting as watchman
to a party of gamblers.FOOTBALL RESULTS.
Hongkong Club v. Engineers.
Club v. Engineers—0.H.M.S. Barfleur v. 35th Co. R. A.
Barfleur v. 35th Co. R. A.—0.H.M.S. Barfleur (officers) v. H.M.S. Orlando
(officers).
Barfleur v. Orlando—0.He is a good man who pays his debts when
they are due. The Crown Rents for the cur-
rent half year are due and payable on the 25th
December in each year. The Colonial Treasurer
wants them to be paid to him before that date,
and sends out notices to that effect. We do
not want to be rude, but—don't he wish he may
get them? He won't!The Band of the Hongkong Regiment will
play at the Hongkong Hotel, this evening,
from 8 p.m. to 9.30 p.m.PROGRAMME.
1. March:—My Breeze, Breeze, Breeze.
2. Selection:—The Girl of the Year.
3. Selection:—The Girl of the Year.
4. Selection:—The Girl of the Year.
5. Selection:—The Girl of the Year.
6. Polka:—The Girl of the Year.At the present moment when a certain portion
of the Militia is to be embodied it may be
interesting to recall an incident which hap-
pened at the time of the Crimean war. The
Aberdeenshire Militia were mustered and the
colonel called on all men who were desirous of
serving in Malta to take a place to the front.Every man in the battalion mentally read
"Crimea" in place of "Malta," and the whole
stepped forward as if by word of command.
The battalion did go to Malta and stayed there
two years, and the corps, now the 3rd Gordon
Highlanders, bears the word "Malta" on its
colours. If a demand were made in time of
war, the experience of Aberdeen in 1834 would
be that of every part of the kingdom.It was quite charming to notice how the
Fremy stood by the Mercur gang, after
Rennes, and it will be equally charming to
note what the French Press will have to say
about the scandal shortly to be investigated in
the official world of France's ally. Early in
December a naval court-martial will sit at Seba-
stopol to try a great number of highly-placed
naval officials charged with peculation, forgery,
and corruption of every kind. The *Novosti*
states that a vast system of fraud has been
discovered, and we shall all be curious to
hear the details, so far as the Russian
censorship permits them to get beyond the
hush *des*. There is nothing at all surprising
in the general fact. In France, those who
know anything of the inwardness of Toulon
and such places say there is plenty of this
kind of thing, and in Russia, a more bureau-
cratic country still, there is even more of it. It
is always so in an oligarchy, whether the oligar-
chy masquerades as a Republic as in Russia,
Transvaal, or as an autocracy as in Russia.This inevitable corruption is one of the factors
which constitute the inner rottenness of
Russia's outwardly imposing show, and
which will bring her down with a rush some
day. I am one of those who firmly believe that
Russia's might is really a bughbear. She has a
stupendous army, champion of universal peace
as she is, and the most perfect, because most
unscrupulous and most unfettered, diplomacy
in the world. But oligarchy based on ignorance
will undo her sooner or later.—*London Letter.*

THE WRECK OF THE "HUPEL."

HEARTRENDING SCENES.

The story of the wreck of the steamer *Hupel*
has at length come to hand, and the tale dis-
closed by the survivors cannot be dwelt upon
without a thrill of horror, at the terrible period
of danger and suspense they have passed through.The *Hupel* left Singapore in Java on the
8th November, with a crew of sixty men all
solid and one passenger a Mr. Reville. She had
a cargo of 6,000 piculs of sugar. When she
left the port she had a list to the port of about
three degrees, but as this as far as we can learn
was a natural defect in both her and her sister
ship the *Shantung* both of which vessels when
fully laden having this list, no notice appears
to have been taken, and the vessel proceeded.
All went well until the island of Caba was
passed on November 14th and then the
weather set in; the wind increased to a gale,
and a heavy sea got up. The *Hupel* began to
roll tremendously and gradually the listincreased until on the 18th she had a
list of fifty-five degrees, and alter-
wards the end approached rapidly. On that
day she increased the list by as much as five
degrees in five minutes. It was now inevitable
that the ill-fated vessel could not float much
longer. The water was rapidly increasing and
hold, the fires had been extinguished and her
was gradually sinking by the stern. The boats
had been smashed up by the seas which
had all the time been washing over her, with
the exception of one which was very much
damaged, so the rafts were got out, and the
crew and officers got down on them and floated
off clear of the steamer.The captain decided to stay on the ship till
the last moment and to trust finally to the
rafts in such a stormy sea, and the passenger,
remained with the captain. It was during the
morning of the 18th that the crew abandoned
the sinking ship, and all the following day
and through a long dreary night the captain
and passenger remained on board, watching
her gradually sinking, every now and then
catching sight of the black outline of the
rafts tossed about on the crests of the
waves crowned waves to which the crew
were clinging for dear life. As the morning of
the 19th dawned it became apparent the ship
could not last much longer, whilst those on the
rafts seemed to be in distress at that time there
were two rafts visible one to windward and one
to leeward.These two rafts were all that remained
of a total number of eight that left the ship.
They managed to get alongside the
Hupel and the occupants were taken on
board very much exhausted. Their expe-
rience during that night had been terrible.
The boatsman reported that another raft
which had been quite close to them at one
period during the night had been capsized and
then sunk, whilst the crew had been torn to
pieces by the sharks, which had rent them limb
for limb, fighting madly amongst themselves
for the bodies of the writhing victims as they
struggled in a sea of blood. The sharks were
in swarms, a large shoal had in fact been
following the *Hupel* for several days before
the hideous finale evidently anticipating a red
harvest, and they seemed maddened with blood,
even rushing the rafts and endeavouring to
snatch the occupants from their refuge.Then the raft containing the Europeans capsized and
the officers were all precipitated into the water.
Fortunately for them the raft remained afloat
and the sharks were just at that moment not in
close proximity and after a wild scramble, they
managed to get back again, before the sharks
who were instantly attracted by the splashing,
managed to reach them. The last man was
just drawn in as the advance guard rushed
the position, making a vicious snap as he
flushed past. Their provisions were of
course washed away and snapped up by
the voracious monsters, and their raft seemed
to be on the verge of sinking, so they strained
every nerve to get back to the ship and shortly
after daylight on the 19th succeeded in doing so.During the day and night they had been
on board the raft they had been very lightly
and many of them had been terribly sun-
burnt, and their condition was truly pitiable.
They stayed on the vessel till the morning of the
20th and then, as it was plain that her minutes
were numbered, they got out the remaining
boat and the survivors, fifteen out of the
original sixty-one souls,—pulled away, and as
it proved a moment too soon they had just
managed to get clear away when the ship's bow
rose, slightly, there was a hissing of escaping
air, a column of water shot up sixty feet into
the air, and the ill-fated *Hupel* found her last
resting place beneath the swirling waves.Captain Pennefather now decided to endea-
avour to reach the island of Lubang and
accordingly, stepping the boat's mast, they set
sail and on the 22nd sighted that
island, and landed at a place called Monok.
During her run those on board had been
put on very short rations, we understand,
in fact that the allowance was about two bis-
cuits and a soda water bottle of water per diem
for each man, and as can be imagined, they
were nearly starving when they landed on the
island.The natives treated them and finally took
them to a place, called Look, the headman
of this village sent them to Manila in the
schooner *Andreas*, a vessel belonging to some
of the rebels. This schooner entered Manila
under a flag of truce, landed the shipwrecked
mariners and was then permitted to return un-
molested. Captain Pennefather and his officers
were then given passages to Hongkong in the
Imensung and landed here yesterday.The Europeans saved were the Captain and
Mr. Reville; the Chief Officer, W. Hunter;
Second Officer, J. Jackson; Third Officer,
Durant; Chief Engineer, S. Farrell; Second
Engineer, W. Pugh; and Third Engineer A.
Blake, and seven Chinese.INSTALLATION BANQUET AT
THE MASONIC HALL.A Banquet was given at the Masonic Hall
last evening on the occasion of the installation
of Bro. G. W. Crombie in the W.M. chair of
the United Service Lodge. The ceremony
was performed by the District Grand Master
and officers of the Grand Lodge, and a pleas-
ant evening ensued. The Hall below was
very tastefully decorated by the Decoration
Committee, a very fine effect being produced
by a multitude of coloured electric lights being
intermixed with festooned evergreens hanging
from the ceiling and surrounding all the door-
ways and pictures; making the whole place
rather an Arabian's cave with its singularly
beautiful colouring, than the bare sombre Hall
it usually appears.After the discussion of a most satisfactory
menu, the following toasts were drunk—

TOASTS.

Proposer. W.M.

The Queen and the Craft. W.M.

H.R.H. the Most Worshipful Grand
Master, and the Grand Lodge of
England

Intimations.

PHOTOGRAPHIC
PLATES, PAPERS, FILMS, CHEMICALS, KODAKS, CAMERAS,
&c., &c., &c.

Cost Port Orders Executed.

ACHEE & CO.,
FURNITURE STORE, 17, QUEEN'S ROAD, HONGKONG. [1239a]

"CLAYMORE."

FINE OLD SCOTCH WHISKY.

SOLE AGENTS:-

THE VICTORIA DISPENSARY,
HONGKONG.

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for
SPRUE, DYSENTERY, DIARRHŒA, HEMORRHAGE and ULCERATION
of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession.
Sold retail by all Chemists and Wholesale

THE PETER SYS COMPANY,
(Proprietors and Sole Manufacturers),
9, Old China Street,
Shanghai.

12th October, 1899.

[1242]

THE CLUB HOTEL,
LIMITED.

No. 5-B, ROAD, YOKOHAMA.

A FIRST-CLASS HOTEL Centrally situated, well furnished and
supplied with excellent Cuisine and Good Wines.

The Company's Steam-launch attends the arrival and departure of all
Mail Steamers.

Special attention paid to the Comfort of Visitors.

E. V. SIOEN, Manager.

Yokohama, 1st October, 1897.

[36]

UNTOUCHED BY HAND.

MELLIN'S FOOD

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

TUITION IN DANCING.

MR. A. HAHN'S DANCING CLASSES
will re-commence on 1st November next.
Intending Pupils are respectfully requested
to send their Applications Early in order that
Time and Terms may be arranged.

A. HAHN,
No. 10, Ice House Street,
Hongkong, 21st October, 1899. [1330a]

FOR THE MOON IS THE TIME.

Clarke's Blood Mixture

THE WORLD-FAMED BLOOD PURIFIER
AND RESTORE

IS WARRANTED TO CLEAR THE BLOOD

from all impurities from whatever cause arising.
For Scrofula, Scurvy, Eczema, Skin and Blood
Diseases, Blackheads, Pimples, and Sore of all kinds,
it is a never-failing and permanent Cure. It
Cures Old Sores,
Cures Sores on the Neck,
Cures Sore Legs,
Cures Blackheads or Pimples on the Face,
Cures Scabs,
Cures Ulcers,
Cures Blood and Skin Diseases,
Cures Glandular Swelling,
Clears the Blood from all impure matter,
From whatever cause arising.
It is a real specific for Gout and Rheumatic pains.
It removes the cause from the Blood and Bones.
As this Mixture is pleasant to the taste, and
warranted free from anything injurious to the system,
it is the best medicine for the sick, the aged,
the constitution of either sex, the Proprietors
solicit sufferers to give it a trial to test its value.

THOUSANDS OF TESTIMONIALS OF WON-
DERFUL CURES FROM ALL PARTS OF THE
WORLD.

Clarke's Blood Mixture is sold in Bottles 2s. 6d.
each, and in cases containing six times the quantity,
2s. 6d. each, sufficient to effect a permanent cure in the great
majority of long-standing cases. BY ALL CHEMISTS
AND PATENT MEDICINE VENDORS
throughout the world. Proprietors, THE LECNERS
AND LINDSAY CO., LTD., 25, WATER STREET, LONDON,
England. Trade Mark—"Blood Mixture."

CLARKE'S BLOOD MIXTURE.

CAUTION.—Purchasers of Clarke's Blood Mixture should
see that they get the genuine article. Worthless imitations
and substitutes are sometimes offered off by unprincipled
vendors. The words "Lincoln and Midland Counties Drug
Company, Ltd." are engraved on the wrapper, and the
Government Stamp, and Clarke's World-famed Blood Mixture
shown in the bottle, WITHOUT WHICH NONE ARE
GENUINE.

KUHN & KOMOR,

JAPANESE FINE ART CURIOS,
21 & 23, QUEEN'S ROAD, HONGKONG,
35, WATER STREET, YOKOHAMA

and
35, DIVISION STREET, KOREA.
Hongkong, 15th March, 1898. [42]

NOTICE

NIGHT SCHOOL FOR EUROPEANS, by an
EX-SCHOOLMASTER.

Terms moderate, for Particulars apply
to
c/o This Office.
Hongkong, 18th August, 1899. [1048a]

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

| STEAMERS. | DESTINATIONS. | SAILING DATES. |
|----------------|---|--------------------------------|
| TOSA MARU | YOKOHAMA (DIRECT) | TUESDAY, 12th Dec., at 4 P.M. |
| H. Fraser | VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI (WOOSUNG), KOBÉ and YOKOHAMA | THURSDAY, 14th Dec., at 4 P.M. |
| RIJUN MARU | YOKOHAMA | FRIDAY, 15th Dec., at Noon. |
| J. W. Ekstrand | MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, PENANG, COLOMBO and PORT SAID. | THURSDAY, 21st Dec., at 4 P.M. |
| HAKATA MARU | KOBÉ and YOKOHAMA | THURSDAY, 21st Dec., at 4 P.M. |
| KAGOSHIMA MARU | NAGASAKI, KOBÉ and YOKO. | THURSDAY, 21st Dec., at 4 P.M. |
| R. Nunome | MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE | FRIDAY, 29th Dec., at 4 P.M. |
| YAWATA MARU | MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID | FRIDAY, 29th Dec., at 4 P.M. |
| A. E. Moses | | |
| FUTAMI MARU | | |
| J. Thom | | |
| AWA MARU | | |

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Prince Central.

A. S. MIHARA,

Manager.

Hongkong, 5th December, 1899.

NORDDEUTSCHER

LLOYD.

(Freight Service.)

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)



HAMBURG-AMERIKA

LINE.

(Freight Service.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

| STEAMERS. | DESTINATIONS. | SAILING DATES. |
|-------------|--|--------------------|
| KONIGSBERG | HAVRE and HAMBURG | 14th December |
| Christianen | (LONDON with transshipment in HAMBURG) | 14th December |
| SAVINA | HAVRE and HAMBURG | About 7th January |
| Fu Jis | (LONDON with transshipment in HAMBURG) | About 15th January |
| MBRIA | HAVRE and HAMBURG | About 15th January |
| Burneier | (LONDON with transshipment in HAMBURG) | About 20th January |
| WITENBERG | HAVRE and HAMBURG | About 20th January |
| Nilsen | (LONDON with transshipment in HAMBURG) | About 30th January |
| SILBIA | MARSEILLES, HAVRE and HAMBURG | About 30th January |
| Behrens | (LONDON with transshipment in HAMBURG) | January |

These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to

CARLOWITZ & Co.,

Agents.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Wednesday, 3rd Jan., 1900, at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 27th Jan., 1900, at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) 1900, at Noon.

THE Steamship

"NIPPON MARU" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA and HONOLULU, on WEDNESDAY, the 3rd January, 1900, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

S. VAN BUREN, Agent.

Hongkong, 9th December, 1899. [1310]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 16th Dec., at Noon.

THE Company's Steamship

"CHINA," will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 16th December, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between San Francisco and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

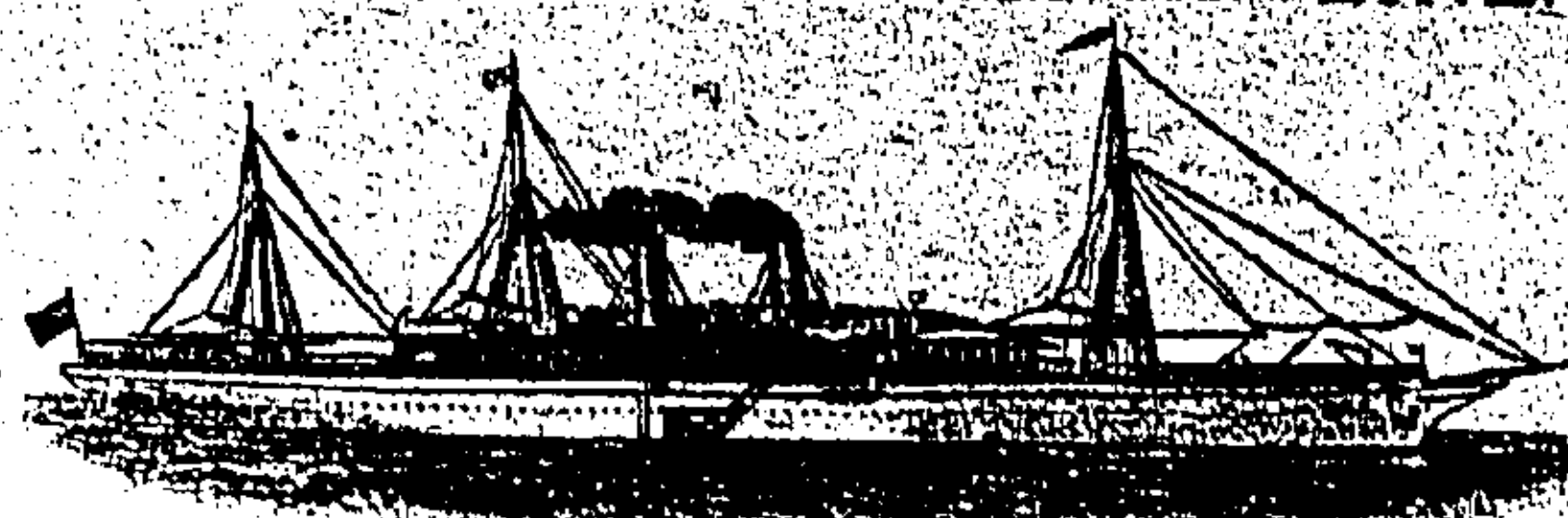
J. S. VAN BUREN, Agent.

Hongkong, 23rd November, 1899. [1]

Mails.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE

1899.



1899.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000-Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 20th Dec., 1899.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 17th Jan., 1900.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 14th Feb., 1900.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points, and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,

Hongkong, 27th November, 1899. [3]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH

THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, HONOLULU and SAN FRANCISCO, THE UNITED STATES, MEXICO, CENTRAL and SOUTH AMERICA, &c.

Strathgyle... 15023... about Dec. 20

Carlisle City... 3002... about Dec. 31

Reliance King... 13379... about Jan. 15

Curranthenshire... 2929... about Jan. 31

THE Steamship

"STRATHGYLE," will be despatched for SAN DIEGO VIA KOBÉ, YOKOHAMA and HONOLULU, on or about WEDNESDAY, the 20th instant.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, China and Japan.

Hongkong, 6th December, 1899. [1330]

NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBÉ, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO

Saint Irene... 13877... W. A. Evans... Dec. 20

City of Dublin... 3328... J. R. Rae... Dec. 30

Breconshire... 3567... G. E. Elliot... Jan. 13

ALSO

FOR PORTLAND, OREGON, IN CONNECTION WITH

OREGON RAILROAD AND NAVIGATION COMPANY.

Monmouthshire... 2874... W. A. Evans... Dec. 23

Aberglathie... 3777... J. Murray... Jan. 27

THE attention of Passengers is directed to the very cheap rates offered by the Line.

HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables. DOCTOR and STEWARDESSE carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States points should be in quadruplicate, and one copy must be sent forward by the Shipper to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information apply to

DOODWELL & CO., LIMITED,

General Agents.

Hongkong, 1st December, 1899.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 23rd Dec., at Noon.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 20th Jan., 1900, at Noon.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 14th Feb., 1900, at Noon.

THE Company's Steamship

"DORIC," will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAK